

WE WENT TO WAR

Part V: The Planes We Flew: Australia/New Guinea Campaign 380th Bomb Group (H)



Theodore J. Williams

Barbara J. Gotham

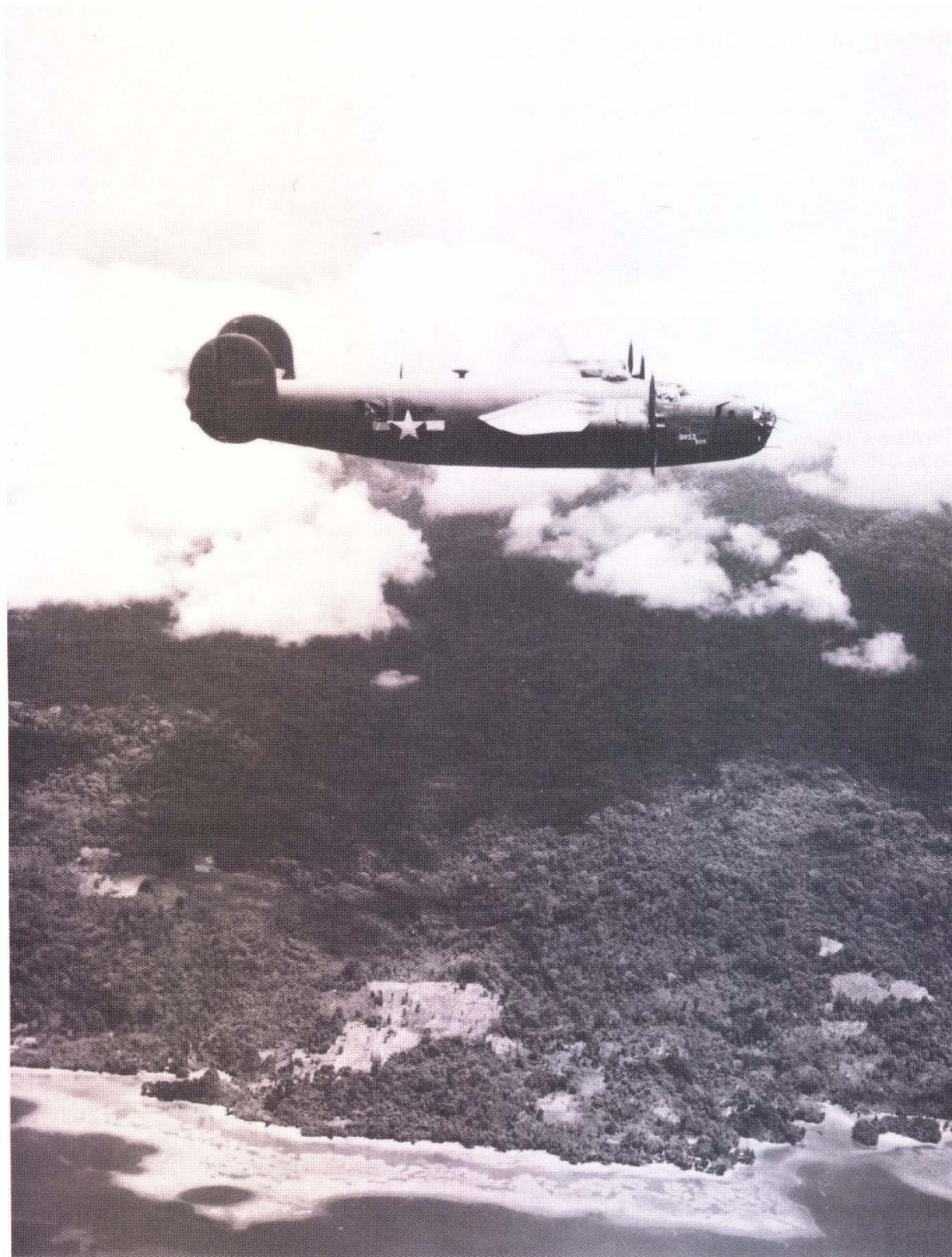
With Acknowledgment and Thanks to

Glenn R. Horton, Jr., and Gary L. Horton

and others where indicated

for the Nose Art Pictures of all Aircraft

September 2002 – Updated February 2006



B24D #42-40504 *Gus' Bus* patrolling the shoreline near Fak-Fak.
A. V. Connery Collection

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Dedication

*To the men of the Flying Circus
both living and dead
who answered their country's call
and held the left flank
of the Southwest Pacific Air War
in World War II
from early 1943
on through 'til final victory.*

*This series of books has been
prepared to help assure that
none of you will be forgotten
by history.*

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INTRODUCTION

This aircraft listing has been prepared to insure the remembrance of all those “faithful steeds” who served their aircrews so well when with the 380th Bombardment Group (Heavy), Fifth Bomber Command, 5th Air Force, Far East Air Forces, USAAF, during World War II. In this work the group will be represented by the terms 380th Bomb Group (H), 380 Bomb Group, 380th, or Group for brevity. The listing has been prepared under the auspices of the 380th Bomb Group Association, the organization of wartime veterans of service in the 380th Bomb Group and their families and associates. Australian veterans who served with or worked with the 380th are also welcomed as members of the Association.

The basic unit of the United States Army Air Forces during World War II was the Group. Groups were built around the operational use of a specific type of airplane. In the case of the 380th, this was the B-24 Liberator Bomber. These planes were used in a particular class of mission suited to their capabilities. Again, in our case this was heavy bombardment associated with a large fraction of reconnaissance missions, particularly in the Australian phase of our service in the 5th Air Force as covered in this volume.

The 380th was assigned to the South West Pacific War Area because of the long-range capabilities of the Liberator and the need for its services there at that point in the war (Spring 1943).

The 380th was initially assigned a unique mission, the strategic bombardment coverage of the whole of the Western half of the South West Pacific Area. This comprised the whole of the East Indies including Dutch New Guinea within range of our bombers. In other words, they were holding the left flank of the Allied effort in the South West Pacific Area during the 1943-44 period. When needed, the 380th joined their compatriot groups of the 5th Air Force in New Guinea for short periods such as during the several invasion campaigns that occurred there in 1943-44.

To accomplish this mission, the Group was placed under the operational control of the Royal Australian Air Force based in the Northern Territory of Australia. As such they served the longest of any American unit under the direct operational control of an Allied Country. This service lasted from May 1943 to February 1945 when the Group again rejoined their American comrades in the Philippines as the war zone moved to that area of the Pacific.

In preparation for that move, the 380th carried out another unique mission, that of training our Australian replacements to fly and fight the Liberator so they might take over the East Indian mission that the 380th was then leaving.

This volume will cover all those aircraft that served with the 380th during the Australia/New Guinea phase of our service in WWII as noted just above. The succeeding volume will cover those aircraft involved in missions flown from The Philippines, including those aircraft that served in both areas. A total of 137 planes served in Australia and New Guinea. Of these, 53 served further in The Philippines.

The authors regret any mistakes that may have crept into this compilation and we take full responsibility for such. We will welcome any comments or corrections from the readers of this book and the other parts of this compilation, and will make every effort to correct them.

We have established an Internet Web Site for the 380th Bombardment Group (H) on the Purdue University web server. We will incorporate all corrections and additional data that we receive in this compilation as maintained at that site. The URL for access to this site is: <http://www.ecn.purdue.edu/IIES/PLAIC/380/380.html>.

Included in this and the following volume is a series of descriptions of the various models of the B-24 Liberator bomber as its design advanced over the period of its use in WWII and as we used them. Sadly, the Liberator effectively disappeared at the end of the war, when most of them were destroyed to make way for the newer designs from the fast-developing aircraft industry.

ABOUT THIS AIRCRAFT LISTING

We have established the following ground rules in preparing this listing:

1. It should be as complete as practicable, i.e., find all the data we possibly can with reasonable effort covering each airplane.
2. Give as much detail as possible on each airplane, as carried in the extant records.
3. Present material as it is listed in the records. We want this document to be as true to the WWII period as possible.

The material presented on each airplane includes the following:

1. A Summary Sheet of the history of each plane. We are indebted to Al Blue, noted historian of the B-24 Liberator, for information from his extensive files concerning manufacturing and early deployment history of each plane.
2. The names of the Ground Crew assigned to that particular airplane when it exists in available records. Here we are indebted to Glenn and Gary Horton who developed much of the data for their excellent histories of the 380th. An associate volume lists all of these personnel as a group as extracted from the Part I Roster of the 380th published by us earlier.
3. A chronological listing of all the missions flown by each aircraft as derived from the mission planning documents of the 380th as held by the National Archives. Where possible, these are supplemented by the Unit Histories maintained by the U.S. Air Force Historical Research Center. These latter are not complete, however.

4. One or more pictures illustrating the name and “nose art” given to the plane by its aircrew and/or ground crew. In some cases, several different names were applied to the plane by successive groups of air or ground staff who worked with it.

NOTES CONCERNING EACH ENTRY

The format used in presenting the data concerning each combat mission carried out by each individual aircraft of the 380th Bomb Group is as follows:

1. Our sequential numbering of each mission flown by that aircraft.
2. Date of the mission recorded as Month/Day/Year.
3. The Mission Number assigned to each mission. The format assigned is explained below.
4. The Mission Type, i.e., Strike (or bombing), Photo, Recce (Reconnaissance) or Search, RCM (Radar Countermeasures).
5. Target Name.
6. Crew Number to identify the aircrew involved. (Numbering same as used in the Flight Crew Roster Volume of this series.)
7. Aircraft Commander assigned to the mission (not necessarily the usual Aircraft Commander of that crew as listed in the Flight Crew Roster volume of this series).
8. Squadron assignment of crew.
9. Remarks including outcome of the mission, resulting actions, reason for any abort, etc., involved, and so forth. Also includes other notes such as crew name from flight Crew Roster volume if different commander assigned for this mission, Special Missions or Special Deployments, first missions, and any other information known about the mission.

FURTHER EXPLANATION OF INFORMATION CONTAINED IN EACH ENTRY

Column 1, Mission Number

Our ordering of each mission

Column 2, Date of Mission

Presented as Month/Day/Year

Column 3, Number Code of Mission

As noted in the Introduction, the 380th Bomb Group spent most of its almost two-year service in the Australia/New Guinea area under the operational control of the Northwest Area Command, Royal Australian Air Force (RAAF). However, on at least four different occasions, large elements of the Group were transferred to New Guinea to take part in expanded operations there, such as during major landings, etc. During this period, the 380th was under the direct control of the Fifth Bomber Command as were all the other heavy bombers of the 5th Air Force.

Needless to say, each of these organizations had different schemes for designating each mission for command purposes and for historical record keeping.

The Royal Australian Air Force used a numbering system from 1 to 49 to successively designate a group of missions. At first, these encompassed all offensive missions carried out from Northern Territory but with the arrival of the 380th, a separate count was kept of the 380th's missions and a separate list or listings for other squadrons with different aircraft.

Missions were coded in the records with a three-letter block followed by a number in the range of 1-49 or 50-99. The three-letter block was derived from the location of the unit's headquarters. Thus in the case of the 380th this three-letter block was FEN for Fenton Strip (June 1943-October 1944) or DAR for Darwin Air Base (October 1944-move to The Philippines in February 1945).

The numbers were assigned consecutively within blocks from 1-49 for regular missions and 50-99 for special missions such as searches for lost aircraft, RCM searches or other similar flights. Whenever the numeral 49 or 99 was reached, the numbering merely started over at 0 or 50 with no indication of how many times the cycle had been repeated. To correct this omission, the compilers of this listing have added a Roman

numeral labeling to indicate the number of the series. Thus a mission might be labeled FEN-IV-26 or DAR-I-52 to indicate the 26th mission in the fourth series from Fenton for the first, or the 52nd special search mission originating in Darwin for the second. There were a total of 11 regular and three special series of missions labeled FEN and seven series labeled DAR, thus giving a potential of 1,025 missions for the 380th in Australia. The actual number is smaller than this since some missions were cancelled.

Whenever the 380th flew under Fifth Bomber Command control, a different numbering system was used. Missions in Bomber Command were numbered according to the numerical day of the calendar year followed by a one- or two-letter code identifying the mission itself for that day. Thus the designation, 61-B, would indicate the second mission scheduled for March 1, 1944. These missions were scheduled by Groups so a large number of letters was used in any one day.

Column 4, Type of Mission

Listed as:

- STRIKE: To bomb designated target
- RECCE: Reconnaissance, a search mission to investigate the presence and mission of the enemy
- SEARCH: General survey of an area, looking for shipping, lost aircraft, etc.
- RCM: Radar Countermeasures, search and investigation of enemy radar; later, jamming of such radars

Column 5, Target

Name and/or location of target

Column 6, Flight Crew Designations

The Flight Crews were designated by their Aircraft Commander's name and by a numerical listing; both are given here. The crew numbers assigned by the 380th changed frequently (at least six times) as additional aircraft and crews were received and the previous number allocation was insufficient. The number used for the

longest time by each crew was used here. When crews completed their assignments, their existing number was given to the next crew that arrived. Crew numbering ceased abruptly on 15 May 1945. Crews that arrived after that date are designated as (NL) (None Listed). The number assigned to each crew in this listing is that which they held for the longest time. Because of the above changes, it will be noted that several crews bore the same crew number.

Column 7, Aircraft Commander Name

Last name only, usually the regular aircraft commander of the listed crew. However, when a Squadron and Group Commander or Group Staff flew a mission, they would borrow the crew of an aircraft commander. Then this officer would be listed here.

Column 8, Squadron Assignment of Crew

Column 9, Remarks/Notes

Used to identify aborted missions and causes.

Also identifies Special Missions or Special Deployments, and other information of interest regarding the mission, such as information relating to specific designations of crew when duplicate crew numbers occurred in the Squadron.

A DISCLAIMER

All missions recorded here were taken from the Mission Records of the 380th Bomb Group as recorded at the National Archives of the United States, Annex II, Silver Spring, Maryland. As verified by the Mission Numbers recorded, all missions of the 380th in the Australia/New Guinea area have been listed here except DAR II-38, one of the missions for October 31, 1944, which is missing from the Archives themselves. Only missions so recorded are included. The sole exception to this here is the estimate of number of sorties per aircraft during the first deployment to New Guinea in May-June 1942. Here missions were recorded but no individual listing of aircraft involved in any one mission has surfaced.

Hence the need for an overall average sorties tally per aircraft. No other source was considered except for confirmation or additional information.

It will be found that the resulting mission list will be equal to or less than those recorded in other publications for the same aircraft. Not knowing the methods of tally kept by the other authors, we cannot comment on any such difference other than when it may have been caused by an inadvertent and undetected omission by us in our development of our list. We will be happy to correct any such omission that is brought to our attention.

COLLECTION OF DATA

This compilation was drawn from a number of sources. The work was carried out in a largely sequential manner using the following sources in the order presented below:

1. The Mission Records of the 380th Bomb Group as carried by the National Archives of the United States, Annex II, College Park, Maryland. These records are complete except for initial missions carried out in New Guinea in June 1943 while serving with the 43rd and 90th Bomb Groups.
2. The Unit Histories of the 380th Bomb Group and its constituent squadrons as obtained in microfilm from the Air Force Historical Research Center at Maxwell Air Force Base, Montgomery, Alabama. The histories begin in January or February 1944 and continue until peace in September 1945. The earlier history is only summarized. The reports include copies of some selected orders by and to the 380th Bomb Group during the above period. These are quite incomplete but hopefully there has been enough overlap between the presentations of the several units involved to complete our work successfully.
3. The histories already published on the 380th Bomb Group (H):
 1. *THE FLYING CIRCUS – 380TH BOMB GROUP*, by James E. Fain, Jr., Howard L. Bergman, Grant C. Cannon and Julian A. Riser, Intelligence Officers of the 380th Bomb Group, Commanday-Roth Co., New York, NY, 1946, 190 pp. Reprinted 1988.
 2. *KING OF THE HEAVIES – 380TH BOMB GROUP, 1942-1945*, by Glenn R. Horton, Jr., and Gary L. Horton. Library of Congress Card Number 83-90348. Privately published, 1983, 184 pp.

3. *THE BEST IN THE SOUTHWEST – THE 380TH BOMB GROUP IN WORLD WAR II*, by Glenn R. Horton, Jr., Library of Congress Card Number 95-079703, ISBN 0-9645959-0-7. Mosie Publications, Savage, MN, 1995, 513 pp.

These publications have been particularly important, especially for aircraft nose art names and pictures, which are missing from the official records, and for narratives of events as they occurred.

4. The Membership Rosters of the 380th Bomb Group Association, Inc. (the organization of the veterans of World War II service in the 380th Bomb Group and their families) previously published by us or associated with our regular quarterly newsletters.

A separate section was kept for each aircraft collecting all available information from each of the above sources. Conflicting information was sorted out based on repetition of use and on its plausibility. In many cases several different values were presented for serial numbers, name spellings, and assignments, etc. It is hoped that the correct version has been chosen in each case.

DISTINCTIVE MODELS OF THE B-24 AS USED IN THE SOUTHWEST PACIFIC

On first appearance the most distinctive feature between any two B-24s is the type of armament protection of the nose of the aircraft. This is reflected in the appearance of the successive models of the B-24 and their variants as WWII progressed.

This will be the basis for our separation of the aircraft used by the 380th Bomb Group into models or types. Our grouping will closely follow that presented in Issue 41 of *THE FLYING CIRCUS* Newsletter of the 380th Bombardment Group (H) Association, Inc., dated March 1991, by Glenn Horton.

The several separate groupings (types) are as follows:

1. The so-called “Greenhouse” nosed B-24D with only manually-operated machine guns as nose protection. All of the Initial Deployment aircraft of the 380th Bomb Group were of this type.
2. Modification of an original “Greenhouse” nosed B-24D to carry a Consolidated A6A tail turret in the nose. In the case of the 380th, these were all theatre modifications carried out at the Townsville, Australia, Depot. Some of our original planes were so modified, but all replacement aircraft received after August 1943 carried such armament. These were called Hawaiian noses to distinguish them from Type 3, which were called Oklahoma noses.
3. In addition to theatre modifications, i.e., Townsville, there was a stateside effort to supply a few such modifications before going overseas. These were carried out at the Oklahoma City Depot and were distinctively different from Type 2.
4. The initial B-24J models, which had the A6A nose turret installed at the factory.
5. B-24Js with the A6A turret replaced by the A6B, which was lighter and could be more easily streamlined into the fuselage.

6. B-24Js with the horn type pitot tubes of the earlier models replaced by a pitot tube placed low on the left side of the nose.
7. Type 6 B-24Js with a small window installed behind the bombardier's window on each side to increase visibility for the bombardier.
8. Replacement of the A6B Consolidated turret with the Emerson A-15 electric turret. The Consolidated turrets were all hydraulically operated. All subsequent models used the Emerson turret for the nose protection.
9. B-24M aircraft by Consolidated. Very similar in appearance to Type 8. However, these aircraft carried newer radar and other equipment. (There was also a Consolidated B-24L but the 380th did not receive any; one was borrowed for a short period from the 90th Bomb Group.)
- 10.-12. B-24s manufactured by the Ford Motor Company at Willow Run, Michigan. These differed from the aircraft of Consolidated by having a large "balcony" window in each side of the nose to increase visibility.
10. B-24L-FO. In addition to the above, this design featured a lightweight tail station with gun movement hydraulic boost but no full turret.
11. B-24M-FO. Returned to the tail turret but had increased electronic features of B-24M-CO.
12. B-24M-FO with a V-shaped (2-piece) pilots windshield to increase pilot visibility.

This division of the B-24 into sub-types has formed the basis of the organization of this book since the appearance of the aircraft was chronological with the serial numbers of the aircraft themselves.

A further discussion of the distinctive between types will introduce each section of this book in turn.

SOME FURTHER GENERAL NOTES REGARDING 380TH AIRCRAFT

1. Until the arrival of FORD-Willow Run built Ls and Ms in Summer 1945 at Mindoro in The Philippines, all 380th assigned aircraft were of Consolidated (later Consolidated-Vultee) Aircraft manufacture. Of these, all but three were built at the San Diego, California, plant.
2. There were no very early B-24 models (B, C) assigned to the 380th.
3. There were no E, F, G, H, K, or N models of the B-24 assigned to the Pacific Theatres of War. Es and early Gs were used for crew training in the United States. All H models were sent to Europe. All late G models were used in the Mediterranean Theatre of Operation. F and K models were experimental only. The N model was the production K but cancelled at war's end.
4. There were 39 identified sub-types or sub-models of the B-24. Of these, 12 served with the 380th.
5. To save weight, all 5th Air Force B-24s had their ball turrets removed and replaced by a Scarff-ring mounted set of twin-50 caliber machine guns. All other Air Forces and the RAAF kept the ball turrets.

DESIGNATION OF INDIVIDUAL MISSIONS IN THE SOUTHWEST PACIFIC

Categories of Missions:

1. Missions from Australia's Northern Territory, and Western Australia
2. Missions from New Guinea. These were carried out at four different periods:
 - 2A Assignment just after arrival, May 19-June 30, 1943
 - 2B Short Period, strategic target only (Rabaul), October 10-14, 1943
 - 2C 1-Month Period, Cape Gloucester and Saidor Landings, December 7, 1943-January 6, 1944
 - 2D Short Period, Admiralties Landing and initial attacks on Hollandia, February 28-March 8, 1944
3. Special Missions: Radar Countermeasures, Weather Reporting, Searches for Missing Aircraft, etc.

GROUP AND SQUADRON IDENTIFICATION BY TAIL MARKING
in separate document (file size too large to insert into this document) (4 pages)

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – AUSTRALIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)
B-24D MODELS ONLY

| TYPE | AIRCRAFT GROUP | R | C | CA | MA | AM | ASM | A | AS | WWS | RAAF | OG | PI | NT | TOTAL |
|--------------|--------------------|------------------|----|----|------------------------|----|-----|----------------------|----|-------------|----------------|----|-------------|-----|-------|
| 1 & 2 | Initial Deployment | 3 | 8 | 3 | | | 1 | 3 | 6 | 3 | 4 | 5 | 2 | <7> | 38 |
| 1 & 2 & 3 | Early Replacements | | 4 | 1 | 2 | 7 | 1 | 2 | 5 | 10 | | 2 | 6 | | 40 |
| | Totals – D Models | 3 | 12 | 4 | 2 | 7 | 2 | 5 | 11 | 13 | 4 | 7 | 8 | | 78 |
| | Action Summary | 19 Enemy Action | | | 11 Missing – Non Enemy | | | 16 Accidents | | 13 Salvaged | 11 Transferred | | 8 Re-tained | | 78 |
| | | 30 Combat Losses | | | | | | 29 Non-Combat Losses | | | | | | 59 | |

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – AUSTRALIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)
B-24J MODELS ONLY

| TYPE | AIRCRAFT GROUP | R | C | CA | MA | AM | ASM | A | AS | WWS | RAAF | OG | PI | NT | TOTAL |
|------|-------------------|------------------|---|----|----|----|-----|---------------------|----|-----|------|----|----|----|-------|
| 4 | Early J Models | | 3 | 6 | 1 | 2 | | 1 | 2 | 2 | | | 16 | | 32 |
| 5 | | | | | | | | | | | | | 5 | | 5 |
| 6 | | | | | 1 | | | | | | | | 9 | | 10 |
| 7 | | | 1 | | | | | | | | | | 6 | | 7 |
| 8 | | | | | | | | | | | | | 4 | | 4 |
| | Totals – J Models | | 4 | 6 | 2 | 2 | | 1 | 2 | 2 | | | 40 | | 59 |
| | Totals by Fate | 14 Combat Losses | | | | | | 5 Non-Combat Losses | | | | | | | 19 |

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – AUSTRALIAN AND NEW GUINEA CAMPAIGN
380TH BOMB GROUP (H)

OVERALL SUMMARY

| AIRCRAFT | R | C | CA | MA | AM | ASM | A | AS | WWS | RAAF | OG | PI | TOTAL |
|-------------|------------------|----|----|----------------------------------|----|-----|----------------------|----|-------------|------------------|----|-------------|-------|
| D MODELS | 3 | 12 | 4 | 2 | 7 | 2 | 5 | 11 | 13 | 4 | 7 | 8 | 78 |
| | 19 Enemy Action | | | 11 Missing – Non-Enemy | | | 16 Accidents | | 13 Salvaged | 11 Transferred | | 8 Re-tained | 78 |
| | 30 Combat Losses | | | | | | 29 Non-Combat Losses | | | 19 Continued Use | | | 78 |
| J MODELS | - | 4 | 6 | 2 | 2 | - | 1 | 2 | 2 | - | - | 40 | 59 |
| | 10 Enemy Action | | | 4 Mission Involvement, Non-Enemy | | | 5 Non-Combat Losses | | | 40 Continued Use | | | 59 |
| | 14 Combat Losses | | | | | | 5 Non-Combat Losses | | | 40 Continued Use | | | 59 |
| BOTH MODELS | 3 | 16 | 10 | 4 | 9 | 2 | 6 | 13 | 15 | 4 | 7 | 48 | 137 |
| | 44 Combat Losses | | | | | | 34 Non-Combat Losses | | | 59 Continued Use | | | 137 |

STATISTICAL SUMMARY – BY REGION
FATES OF OUR AIRCRAFT
380TH BOMB GROUP (H)
AUSTRALIAN AND THE PHILIPPINES

| AIRCRAFT GROUP | R | C | CA | MA | AM | ASM | A | AS | WWS | OG (INCL RAAF) | TO PI / RUS | TOTAL |
|-------------------------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------------------------|------------------------|--------------|
| Australia – D Models | 3 | 12 | 4 | 2 | 7 | 2 | 5 | 11 | 13 | 11 | 8 | 78 |
| Australia – J Models | | 4 | 6 | 2 | 2 | | 1 | 2 | 2 | | 40 | 59 |
| REGION TOTAL | 3 | 16 | 10 | 4 | 9 | 2 | 6 | 13 | 15 | 11 | 48 | 137 |
| Philippines – D Models | | | | | | | | | 8 | | | 8 |
| Philippines – J Models | | | 1 | 3 | 6 | 4 | | | 16 | 2 | 9 | 41 |
| Philippines – Later Models | | 3 | 2 | | 1 | | 1 | 1 | 12 | 1 | 40 | 61 |
| REGION TOTAL | | 3 | 3 | 3 | 7 | 4 | 1 | 1 | 38 | 7 | 49 | 110 |

**OVERALL STATISTICAL SUMMARY – BY REGION
FATES OF OUR AIRCRAFT
380TH BOMB GROUP (H)
AUSTRALIAN AND THE PHILIPPINES**

| AIRCRAFT GROUP | R | C | CA | MA | AM | ASM | A | AS | WWS | OG | TO PI / RUS | TOTAL |
|-----------------------|------------------|----------|-----------|-----------|-----------|----------------------|----------|-----------|------------|------------------|------------------------|--------------|
| Australia – Overall | 3 | 16 | 10 | 4 | 9 | 2 | 6 | 13 | 15 | 11 | 48 | 137 |
| Action Summary | 44 Combat Losses | | | | | 34 Non-Combat Losses | | | | 59 Continued Use | | 137 |
| Philippines – Overall | | 3 | 3 | 6 | 8 | 5 | 1 | 2 | 36 | 3 | 49* | 110** |
| Action Summary | 19 Combat Losses | | | | | 39 Non-Combat Losses | | | | 52 Continued Use | | 110 |
| WWII – Overall | 3 | 19 | 14 | 8 | 17 | 7 | 7 | 15 | 51 | 14 | 49 | 199 |
| Action Summary | 63 Combat Losses | | | | | 73 Non-Combat Losses | | | | 63 Continued Use | | 199 |

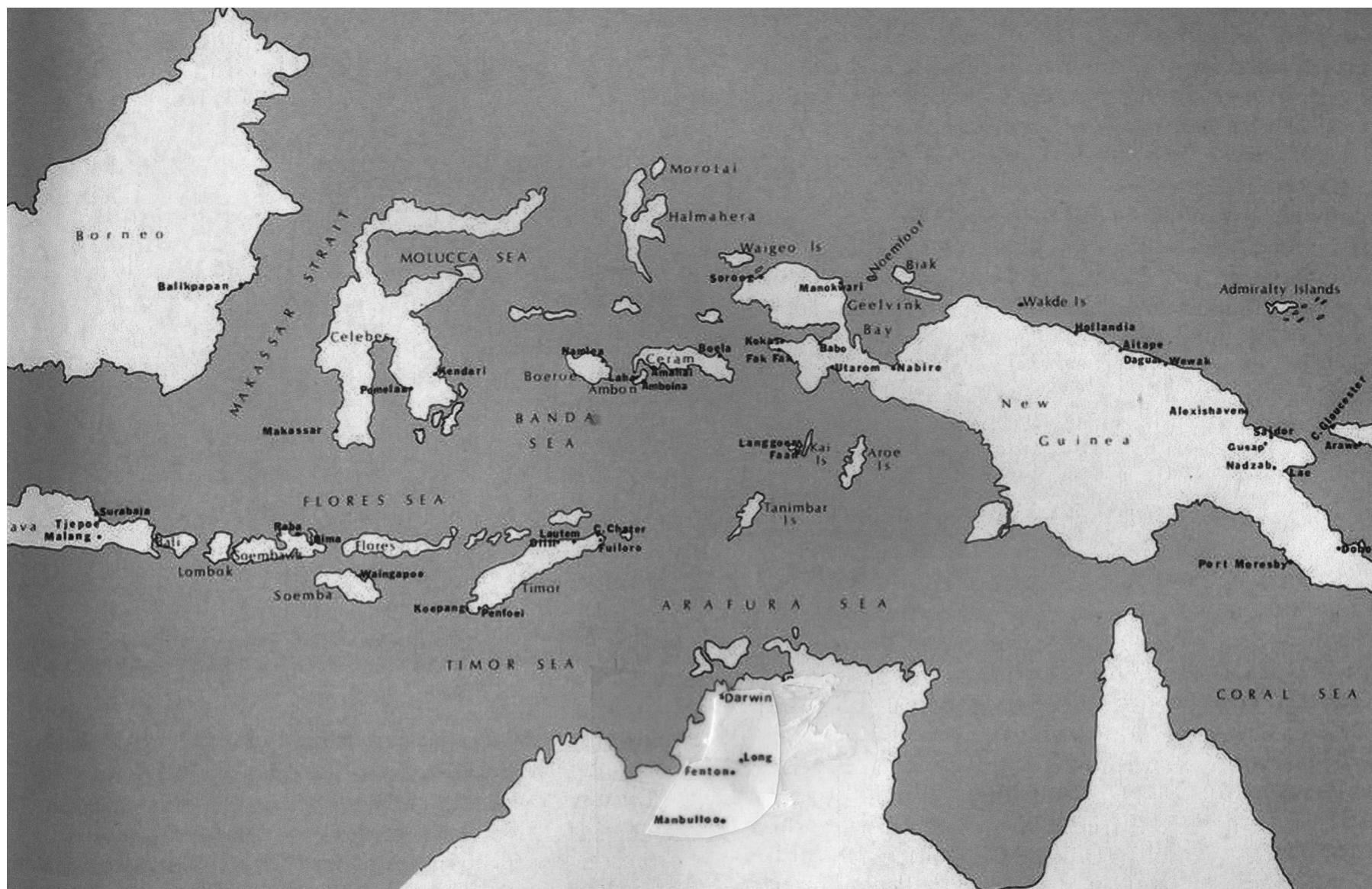
* Includes 8 transferred from Australia/New Guinea Campaign

** Includes 48 transferred from Australia/New Guinea Campaign

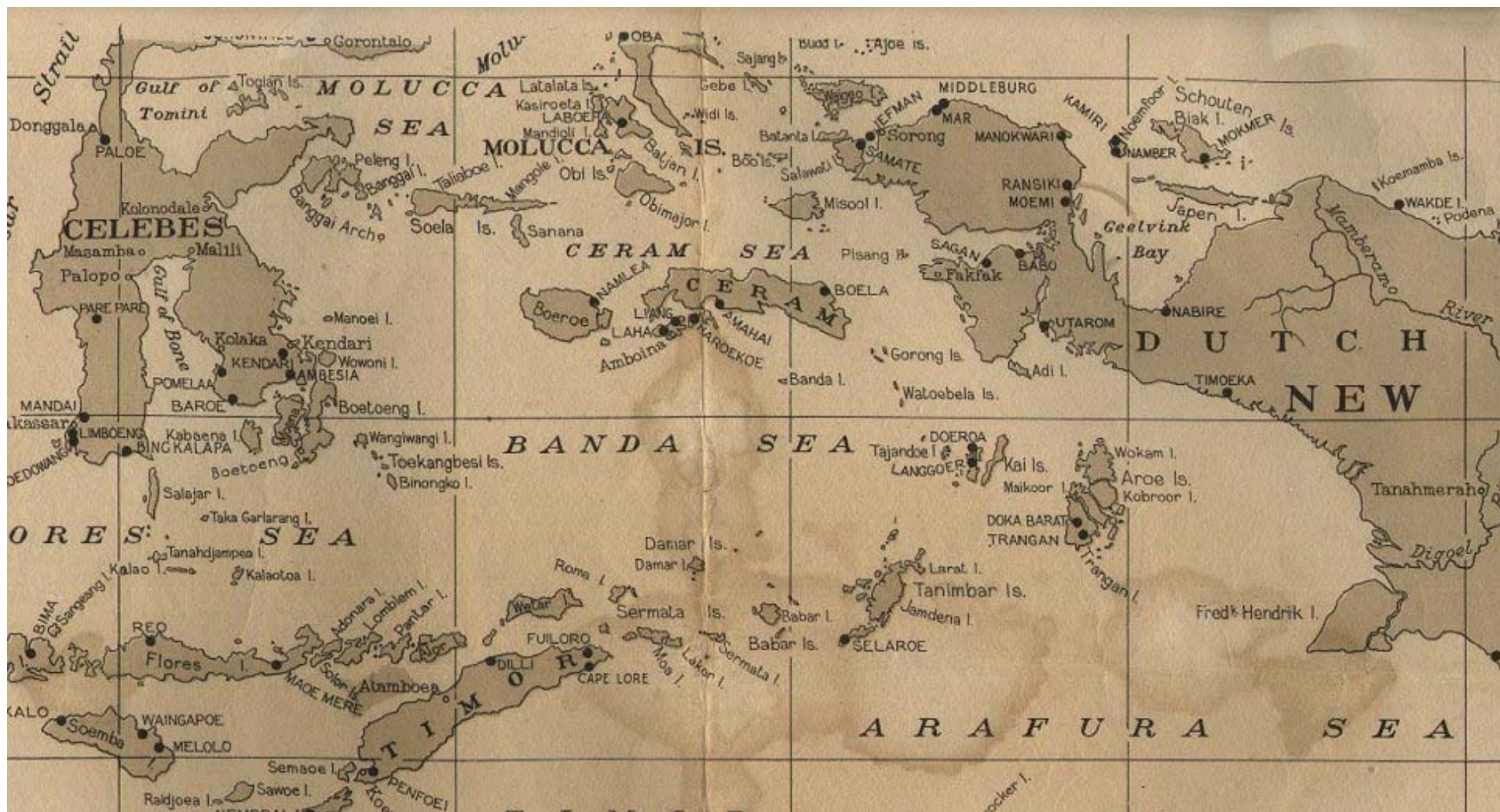
SYMBOLGY FOR STATISTICAL SUMMARIES

- | | | |
|-----|------|--|
| 1. | R | Destruction As Result of Enemy Air Raid |
| 2. | C | Loss of Aircraft in Enemy Territory Due Directly to Enemy Action |
| 3. | CA | Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory) |
| 4. | MA | Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved |
| 5. | A | Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related |
| 6. | AM | Same as A but Involved in Combat Mission |
| 7. | AS | Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related |
| 8. | ASM | Same as AS but Involved in Combat Mission |
| 9. | WWS | Salvage of Aircraft as War Weary |
| 10. | RAAF | Transfer of Aircraft to Royal Australian Air Force |
| 11. | OG | Transfer of Aircraft to Other Groups |
| 12. | PI | Transfer to Philippines Islands for Continuation of War Service There |
| 13. | NT | Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943 and While in 380 th Service |
| 14. | RUS | Returned to U.S. at End of War |

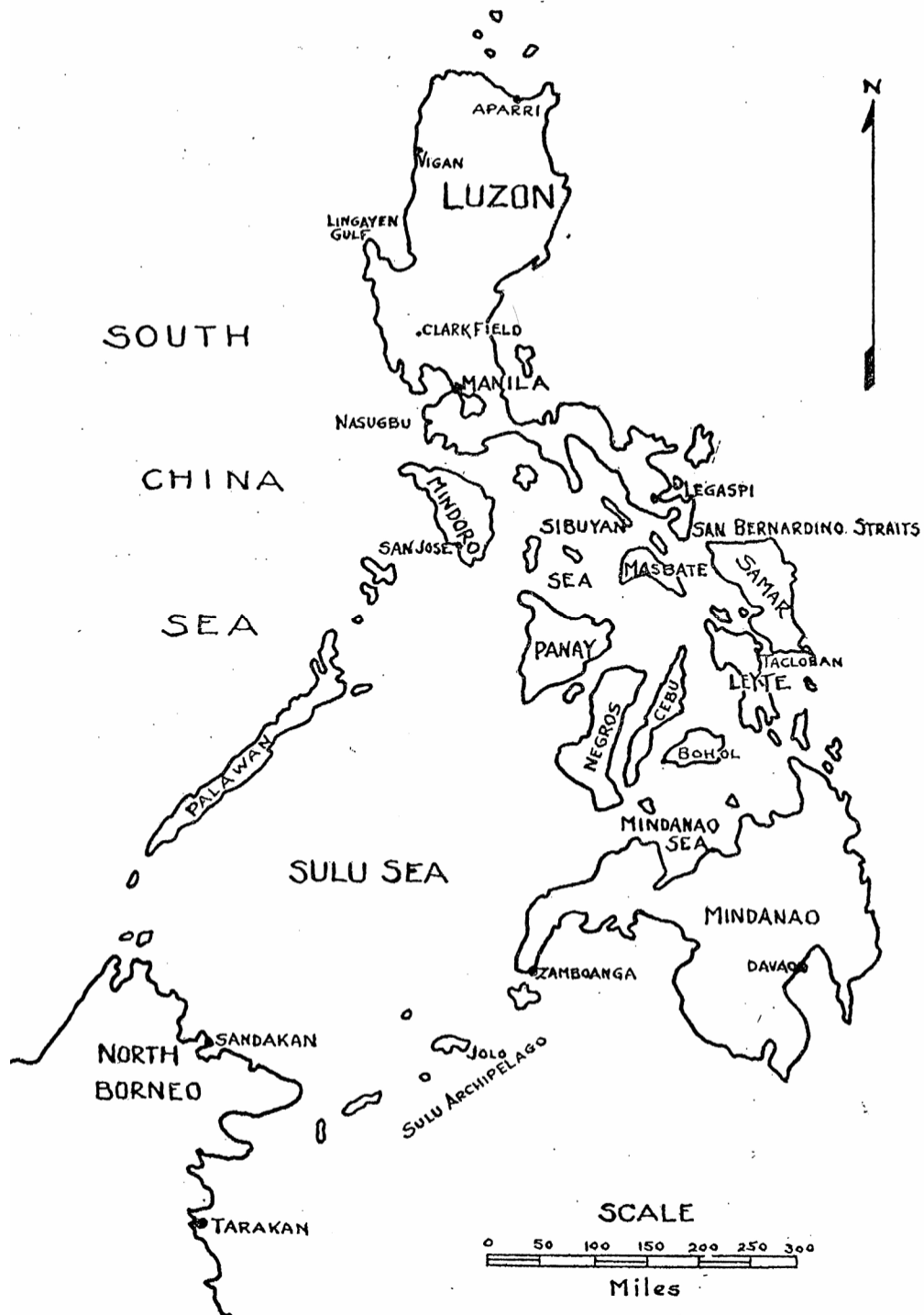
**A COLLECTION OF MAPS
SHOWING THE MANY TARGETS OF
THE AUSTRALIAN AND NEW GUINEA CAMPAIGN**







PHILIPPINE ISLANDS



GLOSSARY OF ABBREVIATIONS AND ACRONYMS USED

| | |
|-----------|--|
| 5AF | Fifth Air Force |
| ABC | Air Base Command |
| ACFH | Air Crew Fly Home (return of combat crew and their aircraft to the U.S. after close of hostilities) |
| Acft Cmdr | Aircraft Commander |
| Adm | Administration |
| AF | Air Force (e.g., 5AF = Fifth Air Force) |
| AFMSC | Loss Reason Obtained from Headquarters USAAF |
| ARC | Aircraft Record Card, a chronological history of each aircraft maintained by the USAAF, also called IARC for Individual Aircraft Record Card |
| BG | Bombardment (Bomb) Group |
| BS | Bombardment (Bomb) Squadron |
| CAC | Abbreviation for the Consolidated Aircraft Corporation |
| CF | Symbol used for Consolidated Aircraft Corporation factory in Fort Worth, Texas |
| Cmdg | Commanding |
| Cmdr | Commander |
| CNS | The radio net connecting the many far-flung units in the SW Pacific area |
| Cntl | Control |
| CO | Symbol used for Consolidated Aircraft Corporation factory in San Diego, California |
| DAR | Darwin Air Base, Darwin, Northern Territory, Australia, base of the 380 th Bomb Group during the period August 1944 to March 1945; also used as part of the designation of missions flown by the 380 th during this period |
| Dpty | Deputy |
| Eng | Engineer |
| Eqpt | Equipment |
| Exec | Executive |
| FEAF | Far East Air Forces |

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| FEN | Fenton Field, Northern Territory, Australia, base of the 380 th Bomb Group from May 1943 to August 1944; also used a part of the designation of missions flown by the 380 th during this period |
| Flt | Flight |
| Flt Eng | Flight Engineer |
| FM | Date of First Mission with 380th (Month and Year only) to establish period of service; for Australian crews only |
| FO | Symbol used for the Ford Motor Company aircraft plant at Willow Run, Michigan |
| Fr | From |
| GA | Ground Accident |
| GO | General Orders, used to announce officer promotions and award of decorations |
| Gp | Group |
| Gp Cmdr | Group Commander |
| HAD | Abbreviation for the Hawaiian Air Depot, used to designate the Type 2 nose modification of the B-24D |
| Hqtrs | Headquarters |
| IARC | Individual Aircraft Record Card, same as ARC |
| IFF | Identification-Friend or Foe (a radio set that responds to a radar challenge with a code response to identify friendly aircraft) |
| Info | Information |
| Initial Deployment | First transfer of 380th personnel by aircraft or ship from the U.S. to the South West Pacific War Theatre or both |
| KFA | Death due to aircraft accident, includes those occurring on a combat mission but where enemy action not involved (killed in flying accident) |
| KGA | Death due to a ground accident (killed in ground accident) |
| KIA | Death due to event caused by known or supposed enemy action (killed in action) |
| Ldr | Leader |
| LEFT | Code for Assignment of Aircraft to the 5 th Air Force |
| LM | Probable Date of Last Mission (Month and Year Only); for Australian Crews only |

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| LORAN | Long Range Air Navigation (a multi-station radio network for aircraft navigation) |
| Mech | Mechanical, Mechanic |
| MIA | Missing in Action, cause unknown |
| MOS | Military Occupational Specialty |
| NCO | Non-commissioned officer |
| NL | None Listed |
| OD | Olive Drab, the camouflage applied to all early aircraft |
| Off | Officer |
| OKC | Abbreviation for the Oklahoma Air Depot at Tinker Field, Oklahoma city, Oklahoma, used to designate the Type 3 nose modification for the B-24D |
| Opns | Operations |
| Opr | Operator |
| Original Cadre | The first group of individuals who initially formed the 380th Bomb Group |
| O-XXX | Serial Number of Commissioned Officer, U.S. |
| PA | Probable Arrival Date (Month and Year only) where records missing and supposition possible from other records |
| PAR | Paragraph, the section of the overall order dealing with the individual in question |
| POW | Prisoner of War |
| PR (Date), RM | Probable Return Date (Month and Year), Records Missing; supposition based on other records |
| RAAF | Designates a member of the Royal Australian Air Force |
| Radio Opr | Radio Operator |
| RCM Opr | Radar Countermeasures Operator |
| Recce | Reconnaissance Mission |
| RHEW, RU | Returned Home After End of War, Records Unavailable; all archived records available ceased as of 1 October 1945 |
| RM | Records Missing |
| RU | Records Unavailable |
| SO | Special Order, the most common type of order |
| Spec | Specialist |
| SPL | Specialist |

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| SQDN | Squadron |
| Sqdn Cmdr | Squadron Commander |
| SSN | Service Specialty Number |
| Stat | Statistical, Statistician |
| TC | Troop Carrier (e.g., To 375 TC Gp) |
| Tech | Technical, Technician |
| TRANS | Transferred from 380th to Other Units within Theatre; records missing |
| T-XXX | Serial Number for Flight Officer, US |
| UCIP | Code for Delivery to 8 th Air Force (Other Unknown Reason) |
| UNK | Unknown |
| USAAF | United States Army Air Forces |
| USAFFE | United States Armed Forces in the Far East |
| USAFP | U.S. Army Forces, Pacific |
| USASOS | United States Army Services of Supply |
| VBC | Fifth Bomber Command |
| VHF | Very High Frequency |
| VOCO | Vocal Orders of the Commanding Officer |
| WGA | Wounded in Ground Accident |
| W-XXX | Serial Number for Warrant Officer, US |
| X | Special Mission Crew (usually RCM) |

SYMBOLGY FOR STATISTICAL SUMMARIES

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| A | Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related |
| AM | Same as A but Involved in Combat Mission |
| AS | Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related |
| ASM | Same as AS but Involved in Combat Mission |
| C | Loss of Aircraft in Enemy Territory Due Directly to Enemy Action |
| CA | Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory) |
| MA | Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved |
| NT | Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943 and While in 380 th Service |
| OG | Transfer of Aircraft to Other Groups |
| PI | Transfer to Philippines Islands for Continuation of War Service There |
| R | Destruction As Result of Enemy Air Raid |
| RAAF | Transfer of Aircraft to Royal Australian Air Force |
| RUS | Returned to U.S. at End of War |
| WWS | Salvage of Aircraft as War Weary |

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The Frontispiece of this volume is from *THE BEST IN THE SOUTHWEST*, by Glenn R. Horton, Jr., page 46. It depicts GUS'S BUS (42-40504) patrolling the shoreline near Fak Fak, and is from the A. V. Connery Collection.

We are indebted to Al Blue, noted historian of the B-24 Liberator, for information from his extensive files concerning manufacturing and early deployment history of each plane.

Mission planning documents of the 380th were obtained from the National Archives for all the missions flown by each aircraft. Where possible, these are supplemented by the Unit Histories maintained by the U.S. Air Force Historical Research Center.

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TAPE AO 634 PART 1/44 — 9/44

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529 BOMB SQDN (H)

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